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# SCENIC HIGHWAY ELEMENT of the GENERAL PLAN

CONZALES

TOLEDAD

GREENFIELD


KING CITY

CALIFORNIA

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THE SCENIC HIGHWAY ELEMENT

of the

GENERAL PLAN

for

GONZALES,

SOLEDAD,

GREENFIELD,

KING CITY,

CALIFORNIA

May, 1973

Hahn, Wise and Associates

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1967

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## SCENIC HIGHWAYS ELEMENT OF THE GENERAL PLAN

### I. PREFACE

The Scenic Highways Element of the General Plan is intended to serve as a means of continuing coordination between the Cities and the County planning functions of Monterey County and the State Division of Highways in the development of a County-wide system of scenic routes, appropriate portions of which would be adopted by the Cities, the County and the State.

The Plan, consisting of a continuous County-wide and City scenic route system is intended to serve as a guide to local jurisdictions for development of more detailed scenic route plans to supplement the City and County plans.

The Scenic Route Plan is intended to serve as a guide for the development of City and County legislation and programs that will protect and enhance the scenic values along routes designated in the Plan, and in scenic areas visible from these routes.

### II. PURPOSE

The Scenic Route Element consisting of text and maps is designed to serve as a guide for establishment of programs and legislation dealing with the development of a system of scenic routes and the preservation and enhancement of scenic qualities and of natural scenic areas adjacent to and visible from scenic routes.

The Scenic Route Element is intended to establish official basic policy regarding:

1. Objectives, principles, and general standards for development of a scenic route system and preservation and enhancement of adjacent scenic areas, and other

I. INTRODUCTION

The economic development of the South is a subject of increasing importance to the people of the United States. The South is a vast area, covering more than one-third of the total area of the United States, and it is a region of great natural resources. The South is also a region of great human resources, with a large and growing population. The South is a region of great economic potential, with a wide variety of natural resources and a large and growing population. The South is a region of great economic potential, with a wide variety of natural resources and a large and growing population.

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II. THE SOUTH

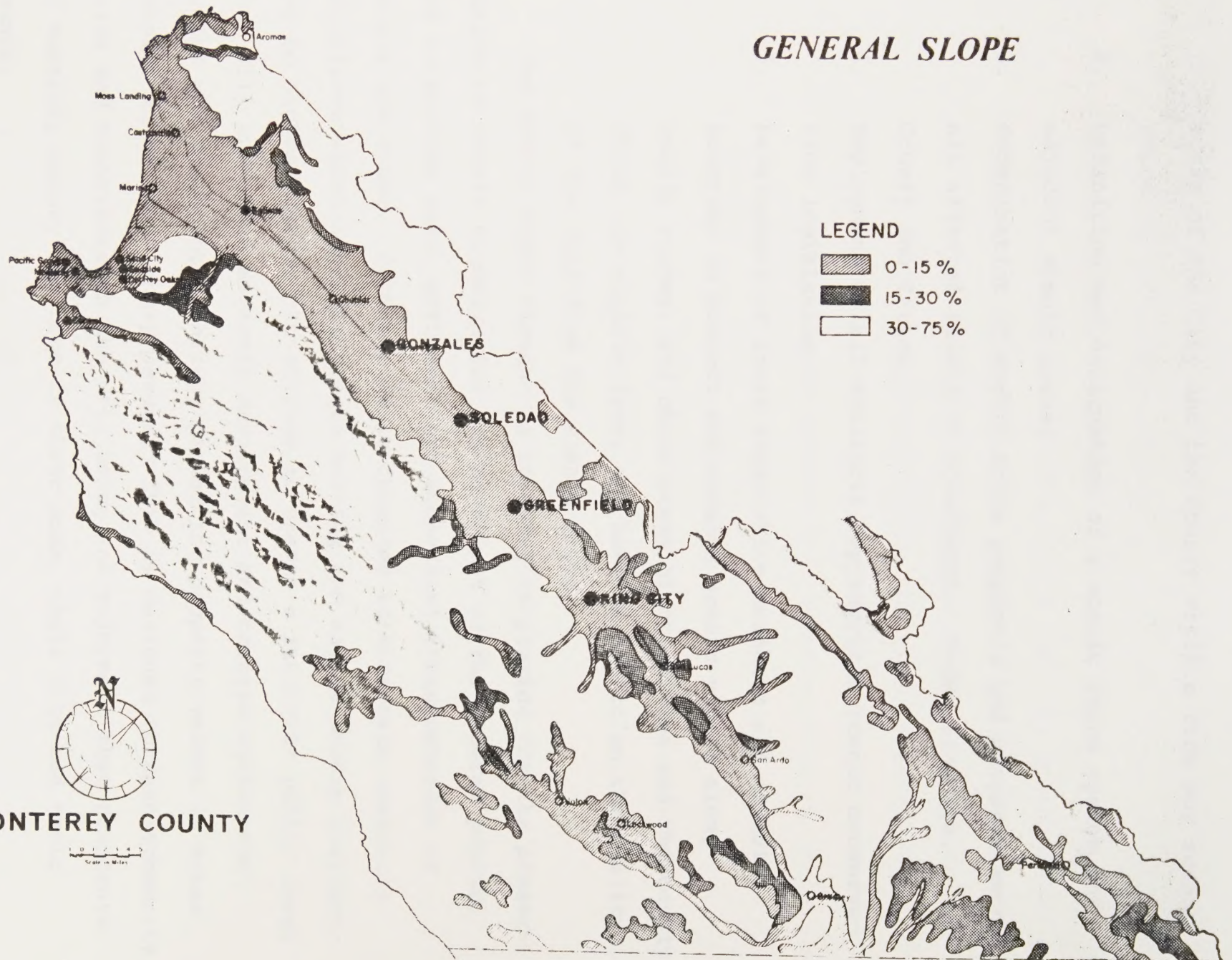
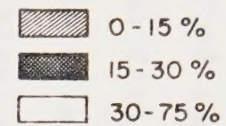
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## GENERAL SLOPE

### LEGEND



MONTEREY COUNTY

Scale in Miles

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areas of the City and the County visible from any scenic route.

2. Definition and designation of a scenic route system and adjacent scenic areas.
3. Coordination of scenic route proposals and programs among all affected levels of government: Federal, State, County and Cities.
4. Employment of all available, appropriate scenic conservation legislation.
5. Development of local legislative measures and official programs to protect and enhance scenic values along scenic routes, and other areas of the Cities and the County which are visible from, and have an affect on the quality of the view from the scenic route.

The Scenic Route Element is intended to provide for the preservation of scenic highways for the enjoyment of the general public, and to provide safe, efficient and economical transportation of people and goods. Further, it is intended to eliminate unsightly conditions which may impair safe driving and may be unduly distracting to highway users. It strives to create a favorable public image that will encourage economic development and tourism within the Cities and the County, thereby protecting property values in areas through which the highway passes. This is designed to spur community pride and contribute to the well being and enjoyment that residents of Monterey County may take in their area, their City and their County.



## DEFINITIONS

### A. Types of Scenic Routes

#### 1. Scenic Freeways

Freeways with two (2) or four (4) moving lanes in each direction, separated by a median strip, carry heaviest traffic volumes. Access is controlled and crossings are grade separated.

Scenic Freeways are those that traverse the most efficient routes to or between areas of major scenic, cultural or recreational attractions.

#### 2. Scenic Highways

Scenic Highways are those secondary highways that traverse areas of scenic or recreational interest.

#### 3. Scenic Rural Routes

Scenic Rural Routes are generally two (2) lane, low traffic volume roads that traverse sparsely populated open agricultural, timber, or recreational lands.

### B. Elements of Scenic Routes

#### 1. Right-of-way

The right-of-way includes the paved road and adjacent lands required for roadway protection, storm drainage, public utilities, pedestrian travel and roadside planting. Where appropriate, it could also include public roadside rests, cycling, riding and hiking trails.

#### 2. The Scenic Corridor

Scenic Corridors are areas that extend beyond



the Scenic Route right-of-way, to which development controls should be applied for purposes of preserving and enhancing nearby views of maintaining unobstructed distant views along the scenic routes. These values may be of such significance to warrant acquisition by State or local jurisdictions. The Scenic Corridor should also include slope and utility easements as well as, in selected areas, roadside rests, cycling, riding and hiking trails.

Widths of Scenic Corridors may vary from the depths of adjacent lots in urban areas to one or more miles in agricultural and forest lands.

Within these corridors controls should be developed to restrict unsightly use of the land, control height of the structures, control signs and billboards, and provide site, and architectural guidance along the entire Scenic Corridor.

### 3. Areas beyond the Scenic Corridor

In cooperation with land owners and other public agencies, outstanding scenic qualities should be protected and views from the Scenic Route not restricted.



### III. OBJECTIVES

1. To establish a continuous system of routes throughout Monterey County, including the Cities, that will increase the enjoyment of, and opportunities for, recreational and cultural pursuits and tourism by providing for pleasurable scenic drives and scenic routes to all major recreational areas throughout the Cities and the County.
2. To conserve, enhance, and protect scenic views observable from scenic routes without unduly restricting the primary uses of the lands involved.
3. To provide multiple recreation uses, trails and roadside rests, observation points, picnicking areas, and to coordinate facilities with the U.S. Forest Service, the State Division of Forestry and other developments and programs in Monterey County.
4. To preserve for residents, and all travelers the outstanding characteristics of the Cities and the County of Monterey, primarily clean air, natural habitat and the outstanding visual characteristics, so that it may so remain, providing incentives for tourism, and to stabilize property values and the economy of all of the Cities and Monterey County.



#### IV. SCENIC ROUTES OF MONTEREY COUNTY AND THE FOUR CITIES AREA

##### A. Designated Routes - State

The Master Plan of State Highways official Scenic Highway designations in the Four City Planning Area, Monterey County include:

1. Highway 146 - From the intersection of Metz Road in Soledad to the San Benito County line to the north-east. (Proposed)
2. Highway 25 - From the San Benito County line southerly to the intersection with Highway 198 and Peach Tree Road.
3. Highway 198 - From State Highway 101 at San Lucas to the San Benito County line and following a route southerly to the Fresno County line.

##### B. Designated Routes - County

In addition to the above State routes eligible for Scenic Highway designation, several roads in Monterey County comply with the criteria for Scenic Routes and are existing Scenic Routes or are recommended for inclusion in the Monterey County Scenic Route System. These are:

1. Peach Tree Road - From the intersection of State Routes 25 and 198 easterly of San Lucas southerly to Indian Valley Road. (Proposed)
2. Indian Valley Road - From Peach Tree Road to Bradley Road.
3. Arroyo Seco Road - Westerly of Greenfield and Soledad.
4. River Road - Southwesterly of the Salinas River and the Cities of Gonzales and Soledad



5. Indian Valley Road - Southerly of Arroyo Seco Road and traversing Los Padres National Forest and Hunter Liggett Military Reservation to San Antonio Mission.

C. Proposed Scenic Routes - Cities

In addition to the State and County routes designated as Scenic Routes, the following City streets are recommended for inclusion in each of the City's Scenic Road System; they are:

1. Gonzales Planning Area
    - a. State Highway Business Route
    - b. Johns Canyon Road
    - c. Gonzales Road
  2. Soledad Planning Area
    - a. East Valley County Parkway from San Vicente to Monterey Street extension (Periphery Road).
    - b. Inter-Periphery Road (indicated on the General Plan).
    - c. Soledad Metz Road.
    - d. San Vicente Road throughout the Planning Area.
    - e. Paraiso Road throughout the Planning Area.
  3. Greenfield Planning Area
    - a. Metz Road through the Planning Area.
    - b. Elm Avenue through the Planning Area.
    - c. Oak Avenue through the Planning Area.
    - d. Los Coches Road - Thorne Road.
3. Arroyo Seco Road.



4. King City Planning Area

- a. Periphery Road proposed northerly of the City from Broadway to Metz Road.
- b. Lonoak Road - the entire length.
- c. Pine Canyon Road.
- d. Metz Road throughout the Planning Area
- e. Jolon Road.

D. Classification

1. Scenic Freeways

Freeways with two to four moving lanes in each direction, separated by a median strip. Access is controlled and vehicular and rail crossings are separated.

2. Scenic Highways

Scenic Highways are generally two (2) lane roads with one moving lane in each direction. These are designated State Routes generally providing the most direct routes between urban areas or communities.

3. Scenic Rural Routes

Scenic Rural Routes are major rural roads providing (1) access between State Routes, or (2) Scenic routes to and through major recreational areas in the County and its Cities.



## V. PRINCIPLES

### A. The Scenic Route System

The Scenic Route System shall be designed to provide attractive and efficient links between recreational and cultural centers, while providing a variety of experiences and views giving uninterrupted movement of pleasure driving and uninterrupted view from the road.

### B. The Right-of-Way

1. Scenic routes should be designed to minimize cuts and fills, leaving grade as near natural as possible.
2. With the exception of freeways and major highways, scenic routes should be designed for moderate speeds.
3. Paved roadways and structures directly related to the Scenic Route, including route location and directional signs, structures related to roadside rests, and other necessary improvements should be permitted within the right-of-way.
4. Special design of structure appurtenances and traffic control devices should be made as attractive as possible to blend with the natural scenery.
5. Rights-of-ways should be landscaped for scenic qualities and for erosion control.
6. Appropriate signs should be placed at intervals to inform the traveler that he is entering or riding on a route within the Scenic Route System.

### C. The Scenic Route Corridor

1. Provide for normal use of the land but protect against unsightly features. (Junkyards, autowrecking yard,



outside storage.)

2. Locate transmission lines and towers outside of Scenic Corridors when feasible. Place all new installations underground or screen from view of the Scenic Highway if feasible.
3. Establish architectural and site design review by the appropriate local jurisdiction.
4. Use landscaping to increase scenic qualities.
5. Acquire sites, scenic easements or development rights of areas of high open character through appropriate jurisdictions
6. Limit highway business and commercial development to necessary facilities to accommodate the local community and the traveling public.
7. The integrity of ecological units, and the flora and fauna should be preserved by including it in the corridor, if feasible.

D. Range of Visibility

1. Encourage owners of large holdings to protect and enhance areas of Scenic value.
2. Design streets and public developments to preserve natural features.
3. Encourage property owners to develop holdings with good environmental and conservation practices.
4. Provide for an adequate corridor boundary including lands visible outside the right-of-way.



# LEGEND

- Scenic Highways And Roads
- Proposed Scenic Highways And Roads
- Scenic Corridor
- Proposed Scenic Corridor









# SCENIC HIGHWAY PLAN

## CENTRAL SALINAS VALLEY

### MONTEREY COUNTY-CALIFORNIA





## VI. IMPLEMENTATION

### A. Responsibilities

Route selection, determination of right-of-way, width and general design standards are the responsibility of the Planning and Public Works Departments of the various governmental levels involved. This includes City, County, State and Federal officials. Final design standards, construction and maintenance of the road and all appurtenances are the responsibility of the City, County or State engineers. All right-of-way land should be owned in fee by the State, or owned by or dedicated to the local jurisdiction.

### B. Required Action

1. Adoption by each of the Cities of a Scenic Highway Element to their General Plan.
2. Periodic review of the Scenic Highway Elements by each of the Cities.
3. Adoption and application by each of the Cities therein of legislation for control and development in accordance with the Scenic Route principles and standards. (Scenic Corridor District)
4. Adoption of Zoning ordinances based on the Scenic Route Plan principles and standards to include regulation on land uses as follows:
  - a. Land use types - allow only uses consistent with the policies of the General Plan and with the Zoning District.
  - b. Building heights and setbacks - heights and setbacks to be regulated so as to not obstruct



important views.

- c. Density and coverage - density of residential uses will be controlled to permit unobstructed views between structures where feasible, coverage will be kept to as small an area as feasible.
- d. Lot area - the areas will be increased in new developments.
- e. Architectural and site design - design control will be applied to all development within the corridor.
- f. Historical preservation - the practice of preservation of historical areas will be continued.
- g. On-site advertising - the size, height, and number of signs will be held to a minimum.
- h. Off-site advertising - none shall be permitted, except information panels appropriately designed.
- i. Outdoor commercial uses - undesirable uses, such as junk yards, second hand sales, etc. shall not be permitted.
- j. Screening and landscaping - existing or indispensable offensive uses shall be screened from view if within the Corridor by use of fencing or landscaping or both.
- k. Quarries and excavations - will be restricted in any Corridor area.
- l. Flood Plain - uses in these areas shall be controlled by special zoning regulations.



9. Applications to State and Federal agencies by the City Council or County Board of Supervisors for grants for acquisition of property, or open space easements or development rights in the Scenic Corridor, and for landscaping along all such routes in the City and County.
10. Preparation of detailed development plans of Scenic Routes, showing paved road, right-of-way, Scenic Corridor, public areas and facilities.
11. Establishment of official programs at the City level to encourage site improvement.



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